

INFORMATION REPORT

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THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH USE OF TRAINED INTELLIGENCE ANALYSTS

25X1 Condition of Railway Lines in East Prussia

25X1 1. The condition of railway lines in the former German province of East Prussia was as follows. In most cases, the original German names are used in this report.

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- a. Kaliningrad-Vehlau-Insterburg-Gumbinnen-Eydtkummen: Intact and in good order; fitted with a third rail.
 - b. Kaliningrad-Preussisch Eylau: Intact, fitted with a third rail.
 - c. Kaliningrad-Zinten-Olsztyn: Intact, but taking no traffic.
 - d. Kaliningrad-Heiligenbeil: In disuse; rails still intact.
 - e. Kaliningrad-Pillau: Intact, fitted with a third rail. Trains now leave from the former Rathshof station, since the railway bridge between the former Holländerbaum station and the main station has been destroyed. The Holländerbaum station is used only as a local stopping point and has no shunting facilities.
 - f. Kaliningrad (North Station) - Rauschen: In disuse but not dismantled; badly damaged during the war.
 - g. Kaliningrad (North Station)-Rothenstein-Trausitten: Intact, fitted with a third rail, but single-tracked because of the fact that the Sandekopfstrasse, Samitterallee, and Marauenhof bridges in Kaliningrad have been demolished. A gap sufficient for only one track has been cleared along the right of way.
 - h. Kaliningrad (North Station)-Cranz-Neuhöhen: In good order and fitted with a third rail. Trains leave from the former Rothenstein station.
 - i. Kaliningrad-Labiau-Tilsit: This track has been dismantled.
 - j. Kaliningrad (North Station)-Kaliningrad (Rathshof): Intact and fitted with a third rail. The 450-meter tunnel between the two stations is in good condition.

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- k. Kaliningrad-Pranten narrow-gauge line: Completely dismantled in the summer of 1945 and taken to Russia.
- l. Insterburg-Tilsit-Klaipeda: In good order, fitted with a third rail; bridges intact.
- m. Insterburg-Gerdauen: Intact, fitted with a third rail.
- n. Löwenhagen (Kaliningrad-Insterburg line)- Uderwangen-Donnau-Friedland-Gerdauen: Disused, but intact between Löwenhagen and Donnau, blocked by abandoned locomotives between Löwenhagen and Fuchsberg. A shuttle service operates between Donnau and Friedland, where the track is standard gauge only. The Friedland-Gerdauen line was completely dismantled in October 1945.
- o. Bartenstein-Friedland-Wehlau: Completely dismantled early in 1946.

Kaliningrad Bridges

- 2. The following railway bridges over the Pregel River at Kaliningrad were out of commission [redacted]
 - a. The old railway bridge leading from the East Station to the Lizenbahnhof, which had already been dismantled into two sections in 1938, was still lying beside the river [redacted] During the war the possibility of a rapid reassembly of this bridge in the event of the destruction of the new bridge was constantly entertained. The bridge could be reassembled and put into operation in about six days and, since it was built to carry a double track, the gauge could be widened to take a third rail on the inside, rendering it fit for Russian single-track use. [redacted] Comment: "On the inside" apparently means between the two standard gauge tracks, making one of the standard tracks useable as broad gauge.)
 - b. The new railway bridge leading to Holländerbaum was destroyed during the war. It was a modern swing bridge and pivoted on a central pillar, which has also been destroyed. Reconstruction of this bridge would take at least six months.

East Prussian Freight Yards

- 3. The Birkenfeld triangle near Insterburg was still in good condition. All the warehouses were intact and the fixed and travelling cranes still worked on the loading of all types of heavy freight, such as funnels, boilers, iron pipes, and machine parts.
- 4. The Mattenau (Matteningken) yards were equipped with two travelling cranes in the spring of 1947, as against three cranes in the autumn of 1946. The Bokellen yards were equipped with four travelling cranes in the spring of 1947, as against two or three in the autumn of 1946. Both of these yards dealt with large quantities of rough lumber from the Astraywischken Forest.
- 5. About 800 PW's were working in the Klein Gnie yard in three shifts [redacted] Loading was effected with two fixed and four travelling cranes. There were no warehouses, and everything was stored in the open. Freight consisted chiefly of heavy freight and machine parts from trains coming from the west. Jesau-Tharau, an important freight yard until the spring of 1947, was no longer used [redacted]

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-3-

Railway Repair Shops in Kaliningrad

- 25X1 6. Former Ostdeutsche Eisenbahnwerkstätten, North Station: All the work-shops were intact [REDACTED] but were concerned only with the repairing of locomotives. The plant consisted of two locomotive sheds, each holding eight locomotives, and one coach shed holding twelve to fourteen railway cars. Work was carried on in three eight-hour shifts, each shift consisting of 150 to 180 German workers. Locomotives in need of repair were parked on the two unused tracks leading to the Holländerbaum station, and on the Rothenstein siding. [REDACTED] repairs to about 400 locomotives, all of German manufacture, were in the process of completion. Materials used in the repairing were obtained from old stocks of the former Reichsbahnausbesserungswerk in the Ponarth suburb of Kaliningrad.
- 25X1 7. Reichsbahnausbesserungswerk Ponarth: This plant was approximately two-thirds destroyed. Three shifts were, however, working in the remaining shops, largely on the repair of freight cars. Very few locomotives were to be seen on the premises.
8. Firma Ludwig Steinfurth, Rathshof: This plant suffered no war damage or dismantlement, and was working at full speed under Russian direction on the construction of freight cars. Since some of the cars were delivered without undercarriages, no conclusions could be drawn as to how many would be used on normal or on Russian-gauge lines. Two shifts of German and Russian workers were employed, each shift consisting of approximately 1,200 workers.

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